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Groups of countries in special situations: Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Status of preparations for the midterm review of the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to General Assembly resolution 61/212, in which the Assembly requested the Secretary-General to report on the progress made in the preparations for the midterm review meeting on the implementation of the Almaty Programme of Action. It provides an account of the activities undertaken by the United Nations to ensure effective preparation for the midterm review.

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I. Introduction

1. The International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, which was held in Almaty, Kazakhstan, on 28 and 29 August 2003, adopted two outcome documents: the Almaty Declaration[1] and the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries.[2]

2. The overarching goal of the Almaty Programme of Action is to forge partnerships to overcome the special problems of landlocked developing countries caused by their lack of territorial access to the sea and their remoteness and isolation from world markets. The Almaty Programme of Action identifies specific actions in five priority areas, namely fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures and implementation and review. The Almaty Programme of Action aims (a) to secure access to and from the sea by all means of transport according to applicable rules of international law; (b) to reduce costs and improve services so as to increase the competitiveness of landlocked developing countries' exports; (c) to reduce the delivered costs of their imports; (d) to address problems of delays and uncertainties in trade routes; (e) to develop adequate national networks; (f) to reduce loss, damage and deterioration en route; and (g) to open the way for export expansion.

3. The General Assembly, in its resolution 61/212, of 20 December 2006, decided to hold a midterm review meeting on the implementation of the Almaty Programme of Action in 2008. The Assembly stated that the review should be preceded, where necessary, by national, subregional, regional and substantive preparations in a most effective, well-structured and broad participatory manner and within existing resources. Intergovernmental mechanisms at the global and regional levels, including those of United Nations regional commissions, as well as relevant substantive material and statistical data, should be effectively utilized in the review process. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States was requested to coordinate the preparatory process. The United Nations system organizations, including the United Nations Conference on Trade and Development (UNCTAD), the United Nations Development Programme (UNDP), the regional commissions and relevant international and regional organizations, were requested, within their respective mandates, to provide necessary support to the review process.

4. In the same resolution, the Assembly requested the Secretary-General to submit a report to it at its sixty-second session on progress made in the preparations

[1] Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003 (A/CONF.202/3), annex II.

[2] Ibid., annex I.

for the midterm review meeting. The present report has been prepared in response to that request.

II. Progress made in the preparations for the midterm review of the implementation of the Almaty Programme of Action

Conceptual framework and organizational aspects of the midterm review

5. The midterm review is a major exercise which will provide the international community with an opportunity to make an assessment of the progress made in establishing efficient transit transport systems and agree on what needs to be done to further galvanize global partnerships to assist landlocked and transit developing countries to effectively implement the Almaty Programme of Action. This is particularly important in view of the 2005 World Summit Outcome (General Assembly resolution 60/1), in which the world leaders reconfirmed their commitment to address the special needs and problems of landlocked developing countries through the full and effective implementation of the Almaty Programme of Action.

6. With the involvement of major stakeholders and in accordance with General Assembly resolution 61/212, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States has developed an organizational and conceptual framework for the midterm review to help in launching the substantive and intergovernmental preparatory process. The donor countries, landlocked developing countries and transit developing countries have been broadly consulted to solicit their views and guidance. The organizational and conceptual framework has been prepared to provide overall direction for the United Nations system-wide preparatory efforts in order to organize the midterm review in such a way that it attains practical and operational outcomes in a well-structured, effective and broadly participatory manner. The Office of the High Representative convened an inter-agency consultative meeting in December 2006 at which more than 15 United Nations and other relevant international and regional organizations, including UNCTAD, the Economic and Social Commission for Asia and the Pacific (ESCAP), the Economic Commission for Europe, the Economic Commission for Africa (ECA), the World Customs Organization (WCO), the Organization for Security and Cooperation in Europe, the International Road Transport Union and relevant subregional organizations, gathered to consult on the substantive and organizational preparations for the midterm review of the implementation of the Almaty Programme of Action at the subregional, regional and global levels.

7. The active involvement of all stakeholders in the preparatory process is key to arriving at a meaningful outcome. The midterm review should be seen as a joint undertaking and common rallying point for Governments of landlocked developing countries, transit developing countries and donor countries, as well as the relevant United Nations agencies, the regional commissions, the World Bank, the regional development banks, UNDP, UNCTAD, WCO, the World Trade Organization (WTO) and regional and subregional organizations, with the single purpose of accelerating the implementation of the Almaty Programme of Action. Consequently, efforts are being made to ensure that all stakeholders have a sense of ownership of the preparatory process through their active involvement from the very beginning. The

Office of the High Representative is providing the overall coordination, advocacy and mobilization of political and financial support for the midterm review.

8. On the basis of the organizational framework, it is proposed to organize two thematic meetings to provide main substantive inputs to the midterm review. The purposes of the thematic meetings are (a) to address the physical and non-physical aspects of transit trade of landlocked and transit developing countries; (b) to assess where landlocked and transit developing countries stand in terms of these two important aspects of the Almaty Programme of Action; and (c) to make recommendations for future actions. Three regional reviews are also being proposed. As requested by the General Assembly, ECA, ESCAP and the Economic Commission for Latin America and the Caribbean (ECLAC) will play a lead role in conducting the regional reviews, which should be built into their regular sessions for 2008. The thematic meetings and regional reviews are different in terms of their participation, agenda and purpose. While the thematic meetings are expected to make an assessment of the progress achieved in developing transit transport infrastructure and trade and trade facilitation measures at global levels, the regional reviews will focus on transit transport systems at the regional level. The outcome of the regional reviews should include, inter alia, practical measures, such as a list of deliverables necessary for establishing efficient transit transport systems in the landlocked regions. The outcomes of the thematic meetings and regional reviews will constitute the main substantive inputs to the midterm review.

9. As called for by the General Assembly, the midterm review will be held during the sixty-third session of the General Assembly. The Assembly is expected to decide on the duration and modality of the midterm review at its sixty-second session. The United Nations system organizations and relevant international organizations are preparing to organize a number of parallel events including round-table meetings, announcements of important initiatives and partnerships, conclusion of international instruments and demonstration of the use of information technology and best practices in trade facilitation, according to their respective mandates. The Office of the High Representative has embarked on consultations with the relevant United Nations agencies, the regional commissions and international and regional organizations on the preparation and organization of these parallel and side events.

10. The General Assembly decided to organize the midterm review within existing resources. At the same time, the Assembly in its resolution 61/212 encouraged donor countries, the international financial and development institutions and private sector entities to make voluntary contributions to the trust fund established by the Secretary-General to support the activities related to the follow-up to the implementation of the Almaty Programme. The Office of the High Representative made efforts to mobilize extrabudgetary resources to support the preparatory process for the midterm review. The Governments of South Africa, Switzerland and Turkey, the Special Unit for South-South Cooperation and the regional bureaus of UNDP for Africa, Asia and the Pacific, Central Asia and Latin America made financial contributions to facilitate the participation of representatives from landlocked developing countries and least developed transit developing countries in the thematic meeting on transit transport infrastructure development held in Burkina Faso from 18 to 20 June 2007 and the thematic meeting on trade and trade facilitation to be held in Mongolia on 30 and 31 August 2007.

Thematic and regional preparations

11. High transit transport costs and undue delays are the result of negative factors which fall under two major categories, namely physical infrastructure bottlenecks and non-physical barriers. The Almaty Programme of Action recognized that inadequate infrastructure is a major obstacle to establishing the efficient transit transport systems that would enable landlocked and transit developing countries to improve their effective integration into the international trading system. The Almaty Programme of Action identified specific actions in rail transport, road transport, ports, inland waterways, pipelines, air transport and communications. Efficient transport and communications infrastructure and services are a vital prerequisite for the development of landlocked developing countries and their effective integration into the international trading system and the world economy. Interregional and overseas transport and communications facilitate the expansion of trade because trade is only possible if people and goods can be physically conveyed to the production and consumption area at a competitive cost. The deterioration of transport infrastructure is one of the main problems that affects both landlocked and transit developing countries. Communications facilities are required to advance knowledge of transport service availabilities and to ensure smooth and speedy transit.

12. In addition to the physical transportation of goods, extensive procedural requirements, documentation and contracts have a strong impact on external trade performance in landlocked and transit developing countries. In the 2006 *Doing Business* report, the World Bank estimated that the cost of customs procedures and transport represents the single greatest cost in external trade and is higher than the import tariffs for goods from landlocked developing countries. Red tape is estimated to cost nearly 10 per cent of the value of exports in developing countries, and inefficient customs and transport operations forced businesses to hold larger inventories at their warehouses, further increasing production costs by 4 to 6 per cent. The World Bank report further suggests that each additional day in transport delays costs 0.5 per cent of cargo value for goods transported by ship or rail. Therefore, trade facilitation measures are crucial in reducing trade transaction costs relatively quickly and inexpensively by simplifying requirements, harmonizing procedures and documentation, standardizing commercial practices and regulating the presentation of information.

13. The benefits from trade facilitation can be particularly important for landlocked countries because their goods have to move across additional borders. To complete the numerous procedural stages, worldwide importing and exporting required 39.9 and 31.9 days, respectively. These figures rise to 65.8 and 51.6 days for landlocked developing countries. In contrast to transit developing countries, landlocked developing countries take an additional 22.9 days for goods to be imported and 28.6 additional days for goods to be exported. Physical infrastructure, or ports and inland transport, accounted for only a quarter of the delays while non-physical factors accounted for 75 per cent of total delays (the latter figure combines pre-arrival documents, 59 per cent and customs and inspection, 16 per cent).

14. In order to assess the progress made in addressing these physical and non-physical aspects of the transit trade of landlocked and transit developing countries, the two substantive/thematic meetings organized as part of the

preparatory process for the midterm review focused on transit transport infrastructure and trade and trade facilitation. The first thematic meeting, on transit transport infrastructure development, was convened by the Office of the High Representative in Ouagadougou from 18 to 20 June 2007. The meeting drew more than 130 ministerial- and senior-level officials from donor countries, landlocked developing countries and transit developing countries and the relevant United Nations system organizations, international financial and development institutions and regional and subregional organizations. The participants exchanged views on progress made and constraints faced in the implementation of priority two of the Almaty Programme of Action, relating to transit transport infrastructure development and maintenance. The meeting also considered ways to enhance global partnerships aimed at the development of integrated transit transport infrastructure at the national, subregional and regional levels. A number of special events and panel discussions were held in order to make substantive contributions to the intergovernmental deliberations. They dealt with (a) the efforts made by the United Nations and international organizations for the establishment of efficient transit transport systems; (b) the subregional dimension of coordinated transit transport infrastructure development; (c) public-private partnerships for infrastructure development; and (d) sustainable transit transport infrastructure development.

15. The thematic meeting on transit transport infrastructure development adopted a chairman's summary consisting of six parts: assessment of transit transport infrastructure development; financial resource mobilization; subregional and regional cooperation; creation of an enabling environment; the role of international, financial and development institutions; and conclusions. The chairman's assessment concludes that despite some progress made in the implementation of the Almaty Programme of Action, landlocked developing countries continue to face particular problems linked to their geographical handicaps compounded by the lack of adequate transit transport infrastructure and cumbersome procedures and regulations. These problems include inadequate infrastructure in rail transport, road transport, ports, inland waterways, pipelines, air transport and information and communications technology; missing links; poorly harmonized rules and procedures; and little cross-border investment or private sector participation.

16. The chairman's summary emphasizes that national budgets need to give priority to transit transport infrastructure development, including the allocation of necessary resources for maintenance and rehabilitation. Given the low return of infrastructure investment, international financial assistance continues to remain the major source of funding for infrastructure development in landlocked developing countries. While welcoming the increase in official development assistance to landlocked developing countries, the meeting expressed concern about the small share of assistance allocated to transport, storage and communications infrastructure development, which declined from 6.3 per cent in 2003 to 3.7 per cent in 2004. The meeting called on the international financial and development institutions and donor countries to increase their financial assistance for transit transport infrastructure development in landlocked and transit developing countries. The meeting emphasized the importance of subregional and regional cooperation for transit transport infrastructure development, as well as the role of regional integration organizations. In this regard, regional integration communities and corridor management committees need both financial and technical assistance.

17. The second thematic meeting to be convened in preparation for the midterm review of the Almaty Programme of Action, on trade and trade facilitation, is being jointly organized by the Office of the High Representative and UNDP. It will be held in Ulaanbaatar on 30 and 31 August 2007. The meeting will be preceded by two-day consultations of landlocked developing countries on issues relevant to their effective and coordinated participation in the WTO trade negotiations, particularly on trade facilitation. An oral report on the outcome of the meeting will be presented to the General Assembly.

18. As called for by the General Assembly in its resolution 61/212, relevant substantive materials and statistical data are being utilized for the midterm review. The findings of the annual reviews conducted by the Assembly on the progress made in the implementation of the Almaty Programme of Action, as well as recent regional and subregional initiatives, will provide a valuable basis for the preparations. The Office of the High Representative undertook desk reviews of existing materials and statistical data available from United Nations agencies, the World Bank, WCO, the International Road Transport Union, WTO, the regional development banks and regional and subregional integration organizations. The Office of the High Representative made relevant substantive materials available as background documents for the thematic meetings. In addition, ESCAP, the World Bank, UNCTAD, UNDP and the Office of the High Representative prepared additional background documents and reports to facilitate intergovernmental deliberations at the thematic meetings. In particular, the World Bank has initiated a major project to develop new knowledge and explore new approaches to deal with transit problems of landlocked developing countries. Outputs will include a flagship publication, targeted learning and dissemination activities, diagnostic tools and pilot projects. The programme is expected to be implemented over the next two years.

19. As noted above, three regional reviews will be conducted in 2008 prior to the midterm review. ECA, ESCAP and ECLAC are expected to play a lead role. The regional reviews should be built into the agenda of regular sessions of the regional commissions. The outcomes of the regional reviews are to focus on the assessment of transit transport systems in their respective regions and agree on a list of deliverables necessary for establishing efficient transit transport systems in landlocked developing countries. The Office of the High Representative has been consulting with the relevant regional commissions regarding the regional reviews.

Monitoring the implementation of the Almaty Programme of Action

20. The General Assembly requested the Office of the High Representative to continue its efforts towards the development of an internationally acceptable set of indicators to effectively monitor the implementation of the Almaty Programme of Action. The Almaty Programme of Action is a focused yet comprehensive document which covers policy framework, transit transport infrastructure, trade and trade facilitation and international support measures. It recognizes that the weak economic performance of landlocked developing countries reflects the direct and indirect impact of geographical factors, additional border crossings and excessive distances to major markets, coupled with cumbersome procedures and inadequate infrastructure. High transport costs undermine the competitiveness of landlocked developing countries in the international market and their ability to produce at lower costs. Transport costs present a tremendous trade-reducing effect. Reduced trade flows directly and negatively affect gross development product. High transport costs

reduce the purchasing power and consumption levels of national residents, affect the activities of producers relying on imported factors and are likely to spur inflation. High costs related to unfavourable geographical locations decrease the rate of capital returns, discouraging investors from financing projects within a country.

21. In view of the above, the Office of the High Representative and other relevant international entities, including the World Bank and ESCAP, continued their efforts to compile basic indicators to monitor progress made in the establishment of efficient transit transport systems and to measure their impact on major macroeconomic variables of landlocked developing countries. The inter-agency meeting referred to in paragraph 6 above also considered the progress made in developing an internationally acceptable set of indicators to measure progress in the implementation of the Almaty Programme of Action. At that meeting, the Office of the High Representative made a presentation on a draft set of indicators. ESCAP made a presentation on its time/cost methodology to monitor transit corridor performances. The representatives of these United Nations entities and other relevant international and subregional organizations supported the indicators developed by the Office of the High Representative and requested it to develop them further in the light of the comments made at the meeting. ESCAP was requested to apply its time/cost methodology to measure the performance of selected transit corridors. On the basis of the deliberations at the inter-agency meeting and follow-up consultations, the Office of the High Representative prepared a set of indicators, which is presented in the annex to the present report. This set is based on existing statistical databases of the United Nations system and other international and professional organizations.

Advocacy efforts to mobilize international attention to the special needs of landlocked developing countries and the midterm review of the Almaty Programme of Action

22. The Office of the High Representative, in collaboration with the Department of Public Information and other relevant units of United Nations system organizations, continued its advocacy work to mobilize international attention to the special needs of landlocked developing countries and the importance of the full and effective implementation of the Almaty Programme of Action in mitigating negative consequences caused by the landlocked geographical situation. The High Representative conducted a wide range of bilateral meetings with the heads of the relevant international financial and development institutions, donor countries and transit neighbours of landlocked developing countries. Websites of the United Nations system have been broadly used for advocacy purposes. The Office of the High Representative established a website on the midterm review of the Almaty Programme of Action. A large number of press releases have been issued on the different preparatory meetings to encourage coverage by international media.

III. Recommendations and conclusions

23. **The midterm review of the implementation of the Almaty Programme of Action is an important exercise aimed at determining, among other things, what has been achieved so far, what could have been done better and how the second half of the implementation period can be effectively utilized to advance on the ultimate goal of assisting landlocked developing countries. The**

international community should give particular importance to the process and ensure active participation.

24. **The implementation of the Almaty Programme of Action should be considered in the context of the international efforts to achieve the Millennium Development Goals and the 2005 World Summit Outcome, in which world leaders reconfirmed their commitment to assist landlocked developing countries through the full and effective implementation of the Almaty Programme of Action.**

25. **The General Assembly may consider devoting two days of plenary meetings during its sixty-third session to the midterm review of the implementation of the Almaty Programme of Action. The midterm review should be preceded by a two-day preparatory meeting to enable member States to consider the final outcome document.**

26. **The Office of the High Representative, in close consultation with the relevant United Nations system organizations, would prepare a draft outline of the outcome document of the midterm review to facilitate the intergovernmental consultations, taking into account (a) the outcome of the thematic meeting on transit transport infrastructure development; (b) the outcome of the thematic meeting on trade and trade facilitation; (c) the outcomes of the regional meetings; and (d) the reports of the Secretary-General on the progress made in the implementation of the Almaty Programme of Action.**

27. **The midterm review should not be seen as a renegotiation of the Almaty Programme of Action. Instead, the outcome should be a focused document aimed at further galvanizing genuine partnerships among landlocked developing countries, transit developing countries and their development partners, as well as public-private partnerships, at the national, bilateral, regional and global levels in order to ensure full and timely implementation of the Almaty Programme of Action.**

Annex

Selected development and transport indicators for landlocked developing countries

Table 1
Gross domestic product and gross domestic product growth, 2003-2005

	Gross domestic product[a] (Millions of United States dollars)			*Growth rate of gross domestic product[a] (Percentage)*			*Gross domestic product per capita[a] (United States dollars)*			*Growth rate of per capita gross domestic product[a] (Percentage)*		
	2003	*2004*	*2005*	*2003*	*2004*	*2005*	*2003*	*2004*	*2005*	*2003*	*2004*	*2005*
Afghanistan	4 585	5 252	7 308	15.7	8.0	14.0	168	186	218	..	..	..
Armenia	2 807	3 577	4 903	14.0	10.5	14.0	924	1 175	1 614	14.4	10.4	14.3
Azerbaijan	7 276	8 680	12 561	11.2	10.2	26.2	876	1 039	1 493	10	10	26
Bhutan	609	729	844	7.1	7.6	6.1	296	334	424	..	..	..
Bolivia	8 092	8 713	9 334	2.9	3.9	4.1	916	974	1 059	0.4	1.6	2.1
Botswana	8 209	9 731	10 317	6.3	5.9	6.2	4 144	4 804	5 014	3.3	8.5	5.7
Burkina Faso	4 182	4 824	5 171	6.5	3.9	4.8	324	386	408	3.1	1.3	3.8
Burundi	595	664	800	-1.2	4.8	0.9	85	94	112	-4.1	1.3	-2.8
Central African Republic	1 195	1 307	1 369	-7.6	1.3	2.2	286	313	328	-5.8	0.5	1.3
Chad	2 671	4 306	5 469	14.9	29.5	5.6	299	466	507	11.5	28.8	5.2
Ethiopia	7 942	9 733	11 174	-3.1	12.3	8.7	90	106	120	-6.2	9.8	6.3
Kazakhstan	30 834	43 152	57 124	9.3	9.6	9.7	2 076	2 908	3 783	9.6	9.7	9.6
Kyrgyzstan	1 919	2 212	2 441	7.0	7.0	-0.6	374	425	464	5.7	5.8	-1.7
Lao People's Democratic Republic	2 138	2 501	2 875	6.1	6.4	7.0	376	434	485	..	..	..
Lesotho	1 065	1 367	1 450	3.1	3.2	1.2	598	737	744	3.2	2.8	1.5
Malawi	1 764	1 903	2 072	6.1	7.1	2.6	143	151	166	3.8	4.4	-0.1
Mali	4 362	4 874	5 305	7.4	2.2	6.1	337	368	383	0.4	0.2	-0.6
Moldova	1 981	2 595	2 917	6.6	7.4	7.1	493	617	706	7.0	7.7	7.4
Mongolia	1 274	1 612	1 880	5.6	10.7	6.2	230	253	273	1.4	1.2	0.3
Nepal	5 870	6 732	7 391	3.4	3.7	2.7	193	207	232	1.0	-4.0	3.3
Niger	2 731	3 053	3 405	5.3	0.0	4.5	945	1 155	1 248	1.0	-4.0	3.3

	Gross domestic product[a] (Millions of United States dollars)			Growth rate of gross domestic product[b] (Percentage)			Gross domestic product per capita[a] (United States dollars)			Growth rate of per capita gross domestic product[b] (Percentage)		
	2003	2004	2005	2003	2004	2005	2003	2004	2005	2003	2004	2005
Paraguay	4 608	5 109	7 328	3.8	4.1	2.9	468	616	694	1.4	1.7	0.5
Rwanda	1 684	1 835	2 153	1.0	4.0	6.0	192	205	234	-0.7	2.5	4.2
Swaziland	1 906	2 517	2 731	2.4	2.1	1.8	1 840	2 317	2 507	..	..	..
Tajikistan	1 554	2 076	2 312	10.2	10.6	7.5	244	322	360	9.8	9.1	5.4
The former Yugoslav Republic of Macedonia	4 630	5 368	5 766	2.8	4.1	4.0	2 285	2 644	2 778	3.2	2.3	3.8
Turkmenistan	5 978	6 741	8 067	..	..	..	1 016	1 079	1 205	1.8	3.0	8.1
Uganda	6 250	6 817	8 724	4.7	5.5	6.6	240	281	316	0.8	2.1	2.9
Uzbekistan	10 128	12 030	13 951	4.2	7.7	7.0	393	458	466	2.9	6.1	5.5
Zambia	4 327	5 423	7 270	5.1	5.4	5.2	381	474	627	3.3	3.7	3.5
Zimbabwe	7 913	4 712	3 372	-10.4	-3.8	-6.5	389	237	169	-8.0	-4.2	-4.6
Landlocked developing countries	**151 077**	**180 845**	**217 786**	**5.0**	**6.5**	**5.8**	**697**	**831**	**940**	**2.7**	**4.4**	**4.1**
Transit developing countries	**4 119 481**	**4 889 979**	**5 776 860**	**5.3**	**5.9**	**6.0**	**1 276**	**1 519**	**1 760**	**3.3**	**4.2**	**4.3**
Developing countries	**7 156 359**	**8 444 971**	**9 969 591**	**5.5**	**7.3**	**6.7**	**3 298**	**3 715**	**4 131**	**2.2**	**4.5**	**3.8**

Sources: World Bank, *World Development Indicators* online; United Nations Statistics Division, online databases.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.

[a] On the basis of current prices and exchange rates.

[b] On the basis of constant 2000 United States dollars.

Table 2
Official development assistance receipts and total donor assistance for transport, storage and communication

	Net official development assistance receipts (Millions of United States dollars)			*Official development assistance/gross national income (Percentage)*			*Total donor assistance for transport storage and communications (Millions of United States dollars)*		
	2003	*2004*	*2005*	*2003*	*2004*	*2005*	*2003*	*2004*	*2005*
Afghanistan	1 590.7	2 188.3	2 775.3	..	34.7	38.5	59.9	326.1	48.0
Armenia	248.8	253.8	193.3	8.5	8.5	3.9	4.4	0.3	0.1
Azerbaijan	300.6	176.0	223.4	4.4	4.5	2.0	0.2	0.3	0.5
Bhutan	76.6	77.9	90.0	13.2	12.8	11.0	8.5	8.3	13.3
Bolivia	929.3	769.7	582.9	12.0	11.9	6.5	2.4	7.9	6.0
Botswana	27.8	46.9	70.9	0.4	0.4	0.8	0.5	0.3	0.4
Burkina Faso	507.5	614.3	659.6	10.8	12.1	12.8	39.0	18.2	23.3
Burundi	227.4	361.5	365.0	33.8	39.1	46.8	0.1	0.2	3.0
Central African Republic	51.2	109.9	95.3	4.2	4.2	7.0	2.9	5.2	4.4
Chad	246.6	321.3	379.8	10.2	10.6	8.6	28.1	33.9	25.1
Ethiopia	1 594.0	1 819.1	1 937.3	22.9	23.5	17.4	60.4	46.1	71.2
Kazakhstan	270.0	267.7	229.2	1.0	0.9	0.5	131.1	117.4	63.6
Kyrgyzstan	199.8	261.1	268.5	11.8	10.8	11.4	5.1	8.6	6.6
Lao People's Democratic Republic	300.9	271.5	295.7	16.1	14.9	11.2	36.0	20.9	15.3
Lesotho	79.3	106.0	68.8	5.9	5.1	3.8	13.3	5.2	2.2
Malawi	517.4	501.4	575.3	29.5	31.2	28.4	27.9	17.9	13.0
Mali	543.0	567.6	691.5	12.7	13.0	14.1	40.5	48.7	49.3
Moldova	117.9	119.5	191.8	20.8	19.7	5.9	0.2	0.1	0.0
Mongolia	249.1	262.5	211.9	8.0	8.0	11.6	23.3	11.9	2.7
Nepal	463.0	427.5	427.9	16.7	16.8	5.8	35.9	28.3	18.5
Niger	456.7	541.2	515.4	0.9	0.8	15.2	16.1	18.3	12.2
Paraguay	50.7	21.7	51.1	0.9	0.8	0.6	11.2	17.6	19.3
Rwanda	334.9	488.2	576.0	20.0	20.2	27.4	7.6	18.2	25.5
Swaziland	34.2	21.9	46.0	1.4	1.5	1.7	6.2	0.5	21.6
Tajikistan	147.8	243.2	241.4	11.9	10.1	10.8	0.1	0.6	0.3
The former Yugoslav Republic of Macedonia	266.1	250.4	230.3	..	5.8	4.0	0.2	1.3	2.8
Turkmenistan	27.2	37.2	28.3	0.5	0.5	.	6.3	2.1	0.0
Uganda	976.1	1 197.6	1 198.0	15.8	15.8	1.3	6.4	43.4	12.8
Uzbekistan	194.6	245.6	172.3	2.0	1.9	14.0	40.8	32.9	31.9

	Net official development assistance receipts (Millions of United States dollars)			*Official development assistance/gross national income (Percentage)*			*Total donor assistance for transport storage and communications (Millions of United States dollars)*		
	2003	*2004*	*2005*	*2003*	*2004*	*2005*	*2003*	*2004*	*2005*
Zambia	589.4	1 125.2	945.0	13.6	..	14.2	47.1	33.2	49.4
Zimbabwe	186.3	186.6	367.7	..	..	11.6	0.6	0.7	0.5
Landlocked developing countries	**11 805**	**13 882**	**14 705**	**10.7**	**11.7**	**11.6**	**662**	**874**	**543**
Transit developing countries	**21 532**	**21 908**	**27 398**	..	..	**5.5**	**2 054**	**2 632**	**2 096.0**

Sources: Organization for Economic Cooperation and Development, *Statistical Annex of the 2006 Development Cooperation Report* and *International Development Statistics online*.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.

Table 3
Debt sustainability and debt relief under the Heavily Indebted Poor Countries Initiative (HIPC)

	Total external debt to exports of merchandise (Percentage)		*Total external debt to gross domestic product (Percentage)*		*Cumulative debt relief committed under HIPC in 2005 (Millions of United States dollars)*
	2003	*2004*	*2003*	*2004*	
Afghanistan	..	..	..	..	
Armenia	167	174	40	34	
Azerbaijan	67	64	24	24	
Bhutan	316	339	71	76	
Bolivia	361	286	72	72	2 060
Botswana	21	19	7	6	
Burkina Faso	533	442	46	44	930
Burundi	3 495	2 948	222	205	1 472
Central African Republic	741	714	91	82	
Chad	411	110	66	42	260
Ethiopia	1 426	1 109	108	82	3 275
Kazakhstan	176	161	74	79	
Kyrgyzstan	348	292	106	97	
Lao People's Democratic Republic	514	452	93	85	
Lesotho	147	128	66	56	
Malawi	675	756	163	164	1 000
Mali	335	295	74	67	895
Moldova	236	189	96	72	
Mongolia	239	197	124	119	
Nepal	483	444	55	52	
Niger	615	526	88	73	1 190
Paraguay	258	207	53	49	
Rwanda	2 655	1 689	91	91	1 400
Swaziland	42	41	24	20	
Tajikistan	143	98	73	47	
The former Yugoslav Republic of Macedonia	137	123	40	39	
Turkmenistan	..	..	..	..	
Uganda	810	755	71	62	1 950
Uzbekistan	171	138	50	42	

	Total external debt to exports of merchandise (Percentage)		*Total external debt to gross domestic product (Percentage)*		*Cumulative debt relief committed under HIPC in 2005 (Millions of United States dollars)*
	2003	*2004*	*2003*	*2004*	
Zambia	664	617	161	137	3 900
Zimbabwe	183	171	90	106	
Landlocked developing countries	**222**	**191**	**62**	**59**	**18 332**
Transit developing countries	**126**	**103**	**32**	**29**	
Developing countries	**107**	**92**	**35**	**33**	

Sources: UNCTAD, *Handbook of Statistics* online; World Bank, *World Development Indicators* online; United Nations , Millennium Development Goals Indicators website.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.

Table 4
Exports and imports of merchandise

	Exports of merchandise								*Imports of merchandise*							
	Millions of United States dollars				*Percentage of the world*				*Millions of United States dollars*				*Percentage of the world*			
	2003	*2004*	*2005*	*2006*	*2003*	*2004*	*2005*	*2006*	*2003*	*2004*	*2005*	*2006*	*2003*	*2004*	*2005*	*2006*
Afghanistan	144	314	340	..	0.00	0.00	0.00	..	2 101	2 177	2 520	..	0.03	0.02	0.02	..
Armenia	686	715	950	1 004	0.01	0.01	0.01	0.01	1 280	1 351	1 768	2 194	0.02	0.01	0.02	0.02
Azerbaijan	2 590	3 615	4 347	6 372	0.03	0.04	0.04	0.05	2 626	3 516	4 200	5 268	0.03	0.04	0.04	0.04
Bhutan	154	183	304	..	0.00	0.00	0.00	..	249	411	500	..	0.00	0.00	0.01	..
Bolivia	1 598	2 146	2 671	4 223	0.02	0.02	0.03	0.04	1 616	1 844	2 341	2 821	0.02	0.02	0.02	0.02
Botswana	3 024	3 467	4 395	3 919	0.04	0.04	0.04	0.03	2 500	3 340	3 248	2 945	0.03	0.04	0.03	0.02
Burkina Faso	321	479	347	434	0.00	0.01	0.00	0.00	925	1 272	1 279	1 356	0.01	0.01	0.01	0.01
Burundi	38	48	57	54	0.00	0.00	0.00	0.00	157	176	267	366	0.00	0.00	0.00	0.00
Central African Republic	121	125	128	..	0.00	0.00	0.00	..	118	148	171	182	0.00	0.00	0.00	0.00
Chad	601	2 191	3 032	..	0.01	0.02	0.03	..	777	859	1 117	1 212	0.01	0.01	0.01	0.01
Ethiopia	496	678	883	1 043	0.01	0.01	0.01	0.01	2 119	3 087	4 127	4 710	0.03	0.03	0.04	0.04
Kazakhstan	12 927	20 093	27 849	38 250	0.17	0.22	0.27	0.32	8 409	12 781	17 353	23 677	0.11	0.14	0.16	0.19
Kyrgyzstan	582	719	672	794	0.01	0.01	0.01	0.01	717	941	1 108	1 718	0.01	0.01	0.01	0.01
Lao People's Democratic Republic	378	361	506	655	0.01	0.01	0.00	0.01	524	506	809	980	0.01	0.01	0.01	0.01
Lesotho	470	697	650	727	0.01	0.01	0.01	0.01	1 081	1 399	1 317	1 460	0.01	0.02	0.01	0.01
Malawi	525	483	497	494	0.01	0.01	0.01	0.00	786	933	1 157	995	0.01	0.01	0.01	0.01
Mali	928	977	1 135	1 354	0.01	0.01	0.01	0.01	1 252	1 291	1 612	1 344	0.02	0.01	0.02	0.01
Moldova	789	980	1 091	1 052	0.01	0.01	0.01	0.01	1 403	1 773	2 293	2 693	0.02	0.02	0.02	0.02
Mongolia	616	870	1 065	1 529	0.01	0.01	0.01	0.01	801	1 021	1 184	1 489	0.01	0.01	0.01	0.01
Nepal	662	756	830	817	0.01	0.01	0.01	0.01	1 754	1 870	1 860	2 604	0.02	0.02	0.02	0.02
Niger	352	437	577	610	0.01	0.01	0.01	0.01	622	750	800	760	0.01	0.01	0.01	0.01
Paraguay	1 242	1 627	1 697	1 906	0.02	0.02	0.02	0.02	2 446	3 097	3 791	5 879	0.03	0.03	0.04	0.05
Rwanda	58	98	125	115	0.00	0.00	0.00	0.00	259	284	433	515	0.00	0.00	0.00	0.00
Swaziland	1 574	1 949	1 744	1 818	0.02	0.02	0.02	0.02	1 623	1 877	2 049	2 138	0.02	0.02	0.02	0.02

	Exports of merchandise								Imports of merchandise							
	Millions of United States dollars				Percentage of the world				Millions of United States dollars				Percentage of the world			
	2003	2004	2005	2006	2003	2004	2005	2006	2003	2004	2005	2006	2003	2004	2005	2006
Tajikistan	797	915	909	1 399	0.01	0.01	0.01	0.01	881	1 191	1 330	1 723	0.01	0.01	0.01	0.01
The former Yugoslav Republic of Macedonia	1 367	1 676	2 041	2 401	0.02	0.02	0.02	0.02	2 306	2 932	3 228	3 763	0.03	0.03	0.03	0.03
Turkmenistan	3 632	3 870	4 939	5 324	0.05	0.04	0.05	0.04	2 512	3 320	3 443	3 595	0.03	0.04	0.03	0.03
Uganda	562	709	863	970	0.01	0.01	0.01	0.01	1 250	2 023	1 895	2 504	0.02	0.02	0.02	0.02
Uzbekistan	3 189	4 280	4 837	..	0.04	0.05	0.05	..	2 662	3 392	3 710	..	0.03	0.04	0.04	..
Zambia	981	1 461	1 852	2 981	0.01	0.02	0.02	0.03	1 574	2 017	2 575	2 378	0.02	0.02	0.02	0.02
Zimbabwe	1 670	1 926	1 877	1 992	0.02	0.02	0.02	0.02	1 778	2 203	2 750	2 763	0.02	0.02	0.03	0.02
Landlocked developing countries	**43 072**	**58 847**	**73 210**	**90 877**	**0.57**	**0.64**	**0.70**	**0.76**	**49 106**	**63 782**	**76 236**	**90 761**	**0.63**	**0.68**	**0.71**	**0.74**
Transit developing countries	**952 853**	**1 251 677**	**1 578 733**	**1 866 048**	**12.66**	**13.65**	**15.12**	**15.51**	**902 798**	**1 203 740**	**1 435 697**	**1 698 007**	**11.67**	**12.74**	**13.41**	**13.91**
Developing countries	**2 410 557**	**3 090 696**	**3 750 526**	**4 408 951**	**32.03**	**33.72**	**35.92**	**36.79**	**2 232 262**	**2 877 627**	**3 359 059**	**3 915 401**	**28.86**	**30.46**	**31.36**	**32.09**

Sources: UNCTAD, *Handbook of Statistics 2007*.
Note: Two dots (..) signify data are not available. Group totals and averages are calculated on available data only.

Table 5
Documents, time and cost for import/export

	Documents for export (Number)		Time for export (Days)		Cost to export 2006 (Millions of United States dollars)	Documents for import (Number)		Time for import (Days)		Cost to import 2006 (Millions of United States dollars)
	2005	2006	2005	2006		2005	2006	2005	2006	
Afghanistan	7	7	66	66	2 500	10	11	97	88	2 100
Armenia	7	7	35	34	1 600	6	6	37	37	1 750
Azerbaijan	7	7	69	69	2 275	18	18	79	79	2 575
Bhutan	10	10	39	39	1 230	14	14	42	42	1 950
Bolivia	12	12	26	26	1 110	12	12	36	36	1 230
Botswana	6	6	37	37	524	9	9	42	42	1 159
Burkina Faso	9	9	69	69	1 215	13	13	66	66	1 700
Burundi	12	12	80	80	3 625	14	14	124	124	3 705
Central African Republic	9	9	63	63	1 502	19	19	60	60	1 572
Chad	7	7	87	87	1 860	14	14	111	111	2 400
Ethiopia	8	8	46	46	1 700	11	11	52	52	2 455
Kazakhstan	14	14	93	93	2 780	18	18	87	87	2 880
Kyrgyzstan	..	..	..	..	..	18	18	127	127	3 032
Lao People's Democratic Republic	12	12	66	66	1 420	16	16	78	78	1 690
Lesotho	6	6	46	46	1 270	9	9	51	51	1 270
Malawi	8	8	44	44	1 565	16	16	60	60	1 590
Mali	10	11	66	67	1 752	16	16	61	61	2 680
Moldova	..	..	..	..	..	..	..	..	..	..
Mongolia	11	11	66	66	3 007	10	10	74	74	3 030
Nepal	7	7	44	44	1 599	10	10	37	37	1 800
Niger	9	9	34	34	..	19	19	89	89	3 266
Paraguay	14	14	63	60	685	13	13	31	31	1 077
Rwanda	..	..	..	..	3 840	19	20	93	95	4 080
Swaziland	..	9	..	9	1 857	..	14	..	35	1 950
Tajikistan	..	14	..	72	4 300	..	10	..	44	3 550

	Documents for export (Number)		Time for export (Days)		Cost to export, 2006 (Millions of United States dollars)	Documents for import (Number)		Time for import (Days)		Cost to import, 2006 (Millions of United States dollars)
	2005	2006	2005	2006		2005	2006	2005	2006	
The former Yugoslav Republic of Macedonia	10	10	32	32	1 070	10	10	35	35	1 070
Turkmenistan	..	..	..	..	..	..	..	..	..	..
Uganda	12	12	42	42	1 050	19	19	67	67	2 945
Uzbekistan	10	10	44	44	2 550	18	18	139	139	3 970
Zambia	16	16	60	60	2 500	19	19	62	62	2 640
Zimbabwe	9	9	52	52	3 175	15	15	66	66	4 565
Landlocked developing countries	**10**	**9.5**	**52.6**	**51.6**		**14**	**13.7**	**70.4**	**65.8**	

Sources: World Bank, *Doing Business* online.
Note: Two dots (..) signify data are not available. Group totals and averages are calculated on available data only.

Table 6
Selected indicators of transport infrastructure in landlocked developing countries

	Roads, total network (km)		Roads, paved (Percentage of total roads)		Rail lines (Total route, km)		Airports with paved runways		Waterways (km)		
	2003[a]	2004	2003[a]	2004	2003	2004	2005	in 2020	2004	2020	Pipelines in 2006 (km)
Afghanistan	34 789	34 782	23.7	23.7	..	..	..	11	..	1 200	466 (gas)
Armenia	7 633	..	97	..	..	711	845	11	..	..	2 002 (gas)
Azerbaijan	27 016	59 141	47	49.4	..	2 122	2 957	27	..	..	3 190 (gas), 2 436 (oil)
Bhutan	8 050	..	62	..	..	..	..	1	..	..	..
Bolivia	60 762	62 479	7.1	6	..	..	..	16	..	10 000	4 907 (gas), 2 475 (oil), 1 589 (refined products)
Botswana	25 233	24 455	35.1	36.5	888	..	..	10	..	..	..
Burkina Faso	12 506	15 272	16	31	622	..	..	2	..	..	..
Burundi	14 480	12 322	7.1	10.4	..	..	..	1	..	..	..
Central African Republic	23 810	..	..	..	..	..	..	3	..	2 800	..
Chad	33 400	..	0.8	..	..	..	..	7	..	..	205 (oil)
Ethiopia	33 856	36 469	12.9	19.1	..	..	681	14	..	..	..
Kazakhstan	..	90 018	93.4	..	13 770	13 770	13 700	67	..	4 000	659 (condensate), 11 019 (gas), 10 338 (oil), 1 095 (refined products)
Kyrgyzstan	18 500	..	91	90	..	..	470	18	..	600	254 (gas), 16 (oil)
Lao People's Democratic Republic	31 210	..	14.4	..	..	..	..	9	..	4 600	540 (refined products)
Lesotho	5 940	..	18.3	..	..	..	..	3	..	..	..
Malawi	15 451	..	45	..	..	..	797	6	..	700	..
Mali	15 100	18 709	..	18	..	..	729	9	..	1 815	..
Moldova	12 730	12 733	86.2	86.2	..	..	1 138	6	..	424	606 (gas)
Mongolia	49 250	..	3.9	..	1 810	1 810	1 810	12	580	..	..
Nepal	15 965	17 380	..	56.9	59	59	59	10	..	..	..
Niger	10 100	14 565	..	25	..	..	..	9	..	300	..
Paraguay	29 500	..	90.5	..	..	..	36	12	..	3 100	..

	Roads, total network (km)		Roads, paved (Percentage of total roads)		Rail lines (Total route km)		Airports with paved runways		Waterways (km)		
	2003[a]	2004	2003[a]	2004	2003	2004	2003	ca. 2000	2004	2004	Pipelines ca. 2000 (km)
Rwanda	12 000	14 008	8.3	19	..	..	..	4	..	..	..
Swaziland	3 594	..	30	..	..	..	301	1	..	..	..
Tajikistan	27 767	..	..	..	..	..	482	17	..	200	549 (gas); 38 (oil)
The former Yugoslav Republic of Macedonia	8 684	..	63.8	..	..	..	699	10	..	..	268 (gas); 120 (oil)
Turkmenistan	24 000	..	81.2	..	..	..	2 440	22	..	1 300	6 441 (gas); 1 361 (oil)
Uganda	70 746	..	21	..	259	259	1 244	9	..	200	9 594 (gas); 868 (oil)
Uzbekistan	81 600	..	87.3	..	4 126	4 126	3 950	34	..	1 100	..
Zambia	91 440	..	22	..	1 273	..	2 178	10	..	..	771 (oil)
Zimbabwe	97 267	..	19	..	..	..	3 077	17	..	..	261 (refined products)
Landlocked developing countries	**973 837**	**1 040 175**		**40.1**			**39 098**	**384**			

Sources: World Bank, *World Development Indicators* online; United States Central Intelligence Agency, *The World Factbook 2007* online.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.

[a] Data for 2003, otherwise the most recent available data for a particular country.

Table 7

Selected telecommunications indicators in landlocked developing countries

	Main telephone lines, 2003[a] *(Number per 100 inhabitants)*	*Mobile phone subscribers, 2003[a]* *(Number per 100 inhabitants)*	*Personal computers, 2003[a]* *(Number per 1,000 inhabitants)*	*Internet users (Number per 1,000 inhabitants)*		*Investment in telecommunication, 2003[a]* *(Millions of United States dollars)*	*Telecommunication equipment imports, 2002* *(Millions of United States dollars)*
				2003[a]	*2004*		
Afghanistan	0.2	1.0	15.8	0.7	0.9	29.6	..
Armenia	14.8	3.0	15.0	46.1	49.6	28.7	15.8
Azerbaijan	11.4	12.8	13.6	42.5	49.1	2.8	39.0
Bhutan	3.4	1.1	..	17.2	22.3	162.0	..
Bolivia	7.3	13.1	39.8	35.1	38.9	19.0	54.0
Botswana	7.5	29.7	2.1	33.9	33.9	24.0	87.6
Burkina Faso	0.5	1.9	1.8	3.9	4.2	30.0	8.5
Burundi	0.3	0.9	2.4	2.0	3.4	0.1	1.9
Central African Republic	0.2	1.0	1.6	1.5	2.3	..	..
Chad	0.2	0.8	2.2	3.3	6.4	35.3	..
Ethiopia	0.6	..	..	1.1	1.6	87.5	22.0
Kazakhstan	14.1	8.4	14.4	20.1	26.6	0.9	100.6
Kyrgyzstan	7.6	2.7	3.5	39.7	51.6	29.8	..
Lao People's Democratic Republic	1.2	2.0	..	3.4	3.6	7.1	..
Lesotho	1.6	4.7	56.6	16.7	23.9	..	2.1
Malawi	0.8	1.3	2.3	2.9	3.7	..	14.3
Mali	0.6	2.3	21.3	2.8	3.8	44.3	..
Moldova	21.9	13.2	77.3	68.1	96.3	8.2	23.5
Mongolia	5.6	13.0	3.6	3.8	6.6	21.0	10.5
Nepal	1.6	..	0.6	1.5	1.8	..	..
Niger	0.2	0.6	33.7	20.4	24.9	..	2.1
Paraguay	4.7	29.9	..	3.5	4.3	..	32.8
Rwanda	0.3	1.6	..	1.8	1.9	..	4.8
Swaziland	4.4	1.4	28.7	24.4	32.2	27.6	8.3
Tajikistan	3.7	8.1	..	0.7	0.8	6.5	..

	Main telephone lines, 2003[a] (Number per 100 inhabitants)	Mobile phone subscribers, 2003[a] (Number per 100 inhabitants)	Personal computers, 2003[a] (Number per 1,000 inhabitants)	Internet users (Number per 1,000 inhabitants)		Investment in telecommunication, 2003[a] (Millions of United States dollars)	Telecommunication equipment imports, 2002 (Millions of United States dollars)
				2003[a]	2004		
The former Yugoslav Republic of Macedonia	25.2	37.2	1.5	62.2	78.3	..	29.0
Turkmenistan	7.7	0.7	..	4.3	7.6	7.3	..
Uganda	0.2	..	4.0	4.7	7.2	..	28.9
Uzbekistan	6.7	3.0	..	19.1	33.6	41.0	..
Zambia	0.8	1.3	8.5	9.7	20.1	5.0	18.1
Zimbabwe	2.6	2.2	52.7	62.2	63.4	..	..
Landlocked developing countries	**5.1**	**6.8**	**15.2**	**18.0**	**22.7**	**29.4**	**504.0**

Sources: UNCTAD, *Handbook of Statistics* online.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.

[a] Data for 2003, otherwise the most recent available data for a particular country.

Table 8
Inward foreign direct investment in landlocked developing countries

(Millions of United States dollars)

	2002	*2003*	*2004*	*2005*
Afghanistan	1	2	1	1
Armenia	144	157	217	220
Azerbaijan	1 393	3 285	3 556	1 680
Bhutan	..	1	1	1
Bolivia	677	197	65	-277
Botswana	403	418	391	346
Burkina Faso	15	29	14	19
Burundi	..	..	-2	-1
Central African Republic	6	3	-1	6
Chad	924	713	478	705
Ethiopia	255	465	545	205
Kazakhstan	2 590	2 092	4113	1 738
Kyrgyzstan	5	46	175	47
Lao People's Democratic Republic	25	19	17	28
Lesotho	27	42	53	47
Malawi	6	4	-1	3
Mali	244	132	101	159
Moldova	133	78	154	225
Mongolia	78	132	93	182
Nepal	-6	15	..	5
Niger	5	11	20	12
Paraguay	6	21	41	219
Rwanda	3	5	8	8
Swaziland	90	-61	60	-14
Tajikistan	36	14	272	54
The former Yugoslav Republic of Macedonia	78	95	157	100
Turkmenistan	100	100	-15	62
Uganda	185	202	222	258
Uzbekistan	65	70	1	45

	2002	2003	2004	2005
Zambia	82	172	239	259
Zimbabwe	26	4	9	103
Landlocked developing countries	**7 593**	**8 463**	**10 972**	**6 447**
Transit developing countries	**94 437**	**91 687**	**112 580**	**141 336**
Least developed countries (less landlocked developing countries)	**4 825**	**9 053**	**7 057**	**7 964**
All developing countries	**162 055**	**172 846**	**260 236**	**320 670**
Developed countries	**442 766**	**360 831**	**410 941**	**555 927**
World	**617 732**	**557 869**	**710 755**	**916 277**

Source: UNCTAD, *Handbook of Statistics* online.

Note: Two dots (..) signify that data are not available. Group totals and averages are calculated on available data only.